

General Railroad Situation for the Current Year.

THE railroad development in the State of Utah in the year now drawing to a close has not been marked by many new or radical departures. Aside from the occasional rumor of an impending invasion on the part of the Moffat road, the Burlington or the Chicago & Northwestern from the east, railroad construction has been practically at a standstill.

During the past year the scene of railroad activity has shifted to the state of Nevada, where there have been several transportation projects under way. In Idaho this has held good to a lesser degree. The remarkable mining development of the Sagebrush state following the advent of the Salt Lake Route has been the cause of several projects being launched and branches constructed. In Idaho the defensive policy of the Harriman interests against all invaders, prospective or otherwise, has been the occasion for the dispatching of corps of surveyors into the field, and never before in the history of the general engineer's department, has there been so much work in this respect as in 1906.

LOOKING TO THE FUTURE.

Both the Gould and the Harriman lines in Utah have contented themselves with active preparations for the physical improvement of their respective systems. The work this year has been more in the nature of providing for the future and in this connection, efforts have been concentrated in improving the existing holdings. Especially does this hold good when it comes to the terminal facilities at Ogden and Salt Lake. In Ogden the Rio Grande Western has been spending a lot of money in rearranging its yards, erecting a new freight depot closer to the heart of the business section and looking after general improvements. The Harriman lines, however, have spent possibly more in the same direction, notable among this year's accomplishments being the completion of the sand ridge cut-off, which now permits trains to pull straight into the newly arranged yards without backing around the wye as has been the custom in years past. The Harriman lines, too, have concentrated shop, dining car, laundry and other facilities at Ogden, a proceeding which required the erection of several substantial buildings.

TERMINAL IMPROVEMENTS.

In Salt Lake, however, the terminal improvements are the most marked. From Second South to Ninth North between Third and Fifth West streets the Oregon Short Line has wrought great changes. Practically the whole of this big expanse of valuable realty has been torn up by steam shovels and converted into a network of tracks. Over the sites of erstwhile comfortable dwellings now rumble long strings of freight and passenger cars, while most of the noisy switching that used to be instituted in the vicinity of the depot is now transferred to the north yards, which were completed this year at a great expense, and are now second to none in the country from point of facilities and convenience.

BIG FREIGHT DEPOT.

In addition the Oregon Short Line has erected a huge freight depot which extends for an entire city block between First South and South Temple streets on Fourth West.

At the present time a force of structural steel workers is engaged upon erecting a viaduct for street cars, vehicular traffic and pedestrians. This elevated roadway is to span the numerous tracks of the Oregon Short Line to the abolishment of the deadly grade crossing.

All this work is being carried on preparatory to the erection of the big passenger depot, full particulars of which are printed on another page.

This preliminary work on the part of the Harriman interests has been in the nature of forestalling similar action by the Gould interests which this year have getting ready for the day when through trains will change engines at Salt Lake for the run to San Francisco over the Western Pacific.

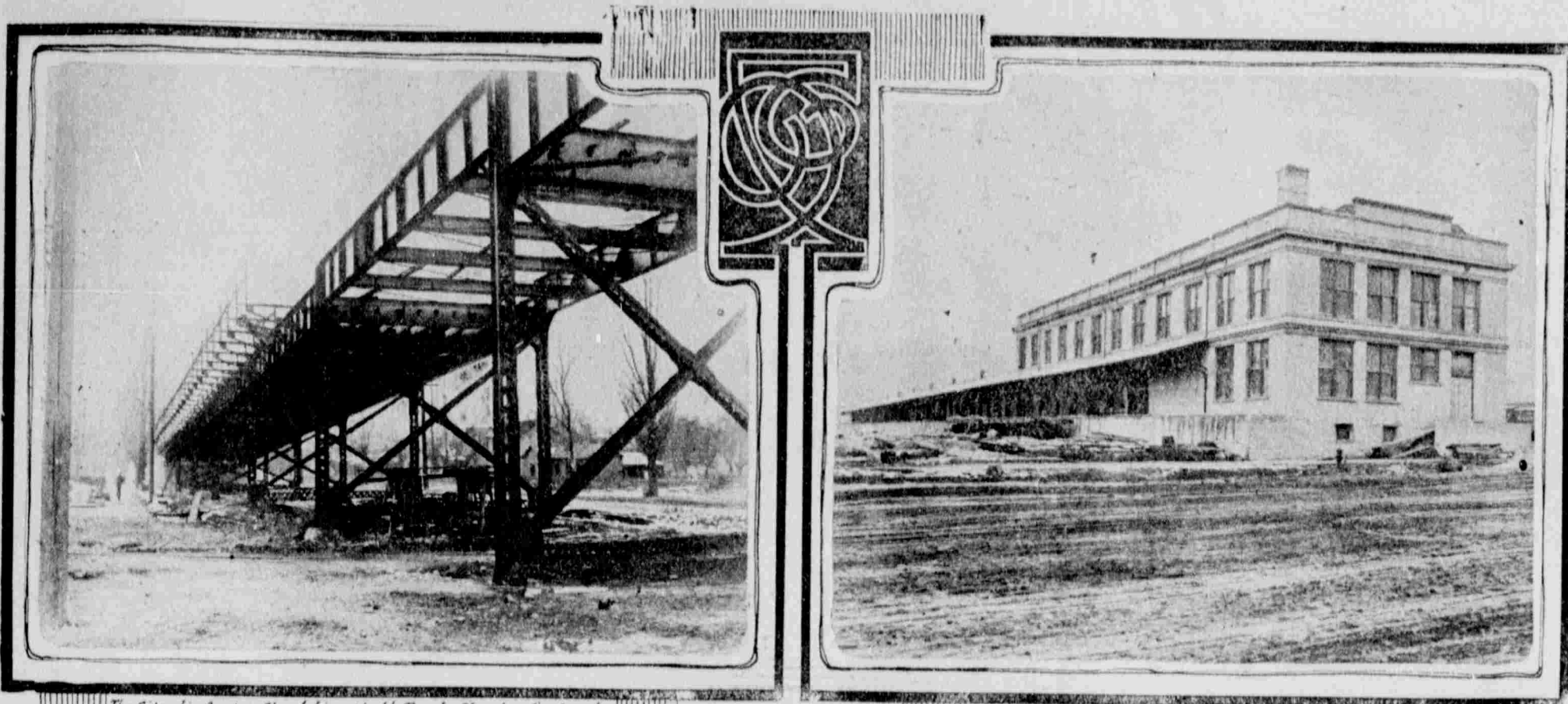
WESTERN PACIFIC.

To the layman the work accomplished by the Western Pacific in Utah this year has been rather disappointing. Instead of the thousands of graders making the dirt fly toward the completion of the line to the coast in 1907 as originally promised, work has been pushed in a decidedly intermittent manner so that at this time there is little more than 50 miles of track laid from this end of the line, with no such possibility as a finished line during the next 12 months. At this time the road has barely started to cross the Great American desert, once a part of the bed of the Great Salt Lake. The reason for this apparent delay is to be found in a number of causes.

CAUSE OF SLOW PROGRESS.

In the first place, Mr. Gould has expressed the desire that the engineers first make sure, then go ahead. During the past six years the big lines of the country have spent millions in rectifying tracks, eliminating gradients and generally cutting out curves. In this age of competition nothing but the shortest and quickest route will do. The Western Pacific proposes that after the main line is completed there will be no need to make any alterations. Consequently survey after survey has this year been made across the desert under great difficulties, and even at this time the route to be selected is in a measure in doubt. This is the principal reason why there has been no construction by the Western Pacific in the state of Nevada.

Other factors have been the impossibility of securing sufficient labor and material. Possibly never before in the history of Salt Lake has labor for railroad construction been so scarce. The spectacle of labor agents buttonholing men on the streets and asking them to go to work for them has been of frequent occurrence here this fall. The first 100 miles out of Salt Lake has given the engineers of the Western Pacific considerable trouble, owing to being encountered while rounding the southern extremity of the Great Salt Lake, and then again on the desert west of the lake shifting sands that



The gigantic Oregon Short Line North Temple Street Viaduct.

New Oregon Short Line Freight Depot, 640 feet long.

are apparently bottomless, are another problem. For months the engineers endeavored to get a route that would satisfy Chief Engineer Virgil M. Bogue and his superiors.

THE PROSPECTIVE ROUTE.

If present plans are followed, the Western Pacific, after leaving the Great American desert will run almost due west to Silver Lake Pass, a distance of about 21 miles, and then the survey goes across a flat valley crossing the Nevada Northern at Goshute, about 29 miles from Coburn, the northern terminus of the Nevada Northern. A few miles west of this line the Western Pacific will cross Flower Lake pass, which is about 28 miles from the Nevada-Utah state line. At this point an ordinary switchback will be built which will be used until the long tunnel at this place is completed. This plan of building shooflys will be carried through so that the road will be completed at an early date. Some of these temporary tracks will have gradients of 6 per cent and they will be utilized until the grade with its big fills and tunnels is eventually completed when Gould will have the quickest route through to the Pacific.

TWO DISTRICT SURVEYS.

At Flower Lake pass, the engineers have made two distinct surveys. One of them is for a tunnel to be 12,000 feet long and the other is for a tunnel 5,200 feet long. In these two plans there is a difference of about 4 miles in the length of the road, in keeping the grade down. Out of Salt Lake the Silver Lake tunnel will be the first encountered. This will be 5,200 feet long, with six-mile approaches on either side to permit of an easy grade. This tunnel, which is to be bored by the Utah Construction company, will be built upon the same lines as the famous Aspen tunnel on the Union Pacific. Shafts will be sunk at intervals, and while the forces are working into the hill from either portal, gangs of men will be excavating both ways from the bottom of the shaft.

In anticipation of the increase in trans-continental traffic that will follow the construction of the Western Pacific, the Denver & Rio Grande this year has been ordering more equipment for its own use, irrespective of the new road. Half a million has been laid out this year in new coaches and locomotives. Forty new engines have been purchased since Jan. 1, most of them designed for heavy freight traffic. Then, too, 500 dump cars have been ordered and will be delivered shortly by the National Dump Car company for service in the ore, coal and coke traffic.

SALT LAKE ROUTE.

Some years ago when the Salt Lake Route was first projected, it was confidently expected that the new line would develop a wonderful amount of traffic. Its most enthusiastic projector, however, in giving his estimates of the possible business to be derived from tributary territory, failed to foresee the really remarkable progress that has been noticed since the road started its first through train, May 1, 1905. For years it had been known that the region of southern Nevada to be traversed by the Clark road was one vast belt of lime stone, spoken of in a general way. But it was not until the rails were laid that the country was really prospected, with the result that today some of the busiest camps of the west are located along the route of this new line to California.

At this writing, the company has in mind several extensions, aimed to develop still further mineral resources. One of these, the Pioche branch, will positively be built, and barring delay in receiving material, will be completed to Pioche early next summer. Another branch talked of, but not settled yet, is one leading west from Tintic towards Deep Creek, the goal of Utah railroad builders for the last quarter of a century.

LAS VEGAS AND TONOPAH.

The Las Vegas & Tonopah has been completed, independently by the Clarks,

from Las Vegas, on the Salt Lake Route to Rhyolite in the heart of the Bullfrog district, and this road will probably be completed early next summer. Only a few weeks ago, the Las Vegas & Tonopah amended its articles of incorporation to enable it to build branches in Nevada and California, and it is more than likely that this road will build one branch from Amargosa to Greenwater, the greatest of all Nevada's new great discoveries. To build a mining branch has always been considered the nearest undertaking, as the old time conservative railroad builder wanted to see the wheat, corn or fruits of the field and orchard, before laying his rails into that country. But here in the west, that belongs to the old school of railroading and the modern builder sees not only the vast tonnage of ore but the equally large tonnage of supplies going in. The farm supplies the mine, and with both to draw from, a transportation company can be insured of a splendid return on its investment.

AGRICULTURAL DEVELOPMENT.

It is interesting to note, however, that in the development of its agricultural resources, the Salt Lake Route has not been idle. In this respect almost as great advancement has been noted as in the development of its mineral resources.

This has been observed all along the line from the orange groves of sunny California to the arid plains of the former desert to the west of Salt Lake. In Juab county, Utah, for instance, dry farming has been successfully carried on and the wheat raised has been superior to the famous Cache valley dry farm wheat, and while heretofore it has been used by local mills and the overflow allowed to go to waste or feed the past season has seen almost the entire product moved to southern California. During the year thousands of acres of desert land in Cedar valley were taken up by successful farmers of Utah valley and another six months will reveal this vast sagebrush acre-

age harvesting as fine a wheat crop as can be found in the west.

UTAH PRODUCE MARKETS.

An important feature of the new road in establishing markets for Utah produce was noted in the excellent live stock movement of the year. Utah live stock men are waking up to the fact that they don't have to depend on the eastern market, but have one right at home, and it is so near that it saves the long haul and heavy shrinkage. Los Angeles buyers have constantly been in the field during the year, and the Utah men have profited largely. And by keeping alive to the situation, Utah can become a strong competitor of Arizona which has hitherto held control of the Los Angeles market in this respect. Utah fruit men have also come to a realization that by getting their orchards in shape, a new market is opened to them. This sounds something like carrying coals to Newcastle, but it should be remembered that California does not excel in all kinds of fruit, and our apples, peaches and pears have already taken higher honors in California than its own relative products, and as they are ripe later than the California fruit, they can find their way to the Los Angeles market without competition. Utah potatoes, strawberries, celery and turkeys were found on the bill of fare of one of the leading hotels in Los Angeles just a month ago. It doesn't mean much by itself, but in the aggregate, when potatoes, celery and turkeys move by the carload, it soon runs up in the millions. California sent over the new road trainloads of celery, beans, oranges, lemons and other fruits, all destined to the east, and these trains passed carloads of mining machinery, gold ore, manufactured articles and general merchandise moving into or out of Nevada.

SPRING FLOODS DISASTER.

The Salt Lake Route met with quite a disaster early in the spring by having its track washed out through the Meadow Valley Wash. It was a serious blow to the new road, but by hard work the line was put back in shape, the bridges lengthened, more openings cut and a solid wall built along the side of the stream so that it is not likely that such a washout can occur again. Meanwhile the maintenance of way department was busily engaged in strengthening its lines in Utah by widening banks, eliminating curvature and relaying 75-pound steel to take the place of light steel which already existed on lines acquired by the company. The company has ordered considerable steel for this year and the lighter rail taken up is being stacked at Callente for the Pioche branch.

HEAVIER STEEL.

The whole of the Leamington cut-off will eventually be relaid with heavier steel, which will give the company plenty of material with which to complete its proposed Deep Creek line or any other projected branches. Black Rock was abolished as a district terminal, and Milford took its place. This means that Milford is booming, and several buildings will be erected there.

The new station was finished at Callente and is a substantial frame structure. Plans have been drawn for the new station at Garfield, which will conform in architecture to the general design for the townsite buildings. The Salt Lake Route will also own one-half of the new terminal at Salt Lake City, plans of which have already been exploited, but which will be the finest of the kind in the west. Owing to the fact that when the road was started, general equipment was ordered, it was not found necessary to increase the freight equipment during the year with exception of some engines.

TWELVE NEW ENGINES.

The company has placed an order for twelve additional engines and three dining cars which will be here at once. The passenger business on the entire line, both local and through, showed an immense increase during the year. One of the causes for this, was the

train service and low rates to southern California, and the fact that from Maine to Florida and from North Dakota to the Gulf of Mexico, every station agent has been flooded with literature pertaining to the new road. In fact, no new road has ever before adopted such a campaign of advertising as has been performed by this youngster in the transcontinental family and that it has brought good results speaks for itself, for you can't go anywhere. In the east and not find out all about the Salt Lake Route.

With the exception of Salt Lake City, every one calls it the Salt Lake Route, and it is a matter of regret by some that the people of the city which is most complimented and derives such lasting benefit by having the line named for it, should almost invariably say "the San Pedro" and yet in California, if one spoke of anything but the Salt Lake Route, the person addressed would not know what was meant. This is just a friendly tip to the people of Salt Lake to practically boost for their town.

GRAND CANYON IN VIEW.

The importance of the Salt Lake Route is just becoming apparent and in the next three years, it is confidently expected that it will make Salt Lake the market and business center for the whole vast mineral belt of Utah and Nevada, with branches radiating in every direction, a resort and hotel on the Great Salt Lake, another at the Grand Canyon of the Colorado in Arizona, its tracks traversing an erstwhile desert ripe with grain and its main line being the popular highway between the east and the west. Already ships from the Orient have entered its San Pedro harbor and solid train loads of goods have passed on to the Atlantic. In time American goods for ports in the Pacific as well as all sorts of articles from the Asiatic waters will pass each other on the desert and the statement of Senator Clark years ago that "this road was going to be one of the great transcontinental links," will be fulfilled.

Dawn of the Era Of Salt Lake City's Greatness.

(Continued from page one.)

and stimulated the demand for pleasure vehicles drawn by horses, so the flat dwelling has stimulated the demand for beautiful segregated homes, without in any degree lessening its own clientele. In other words, anomalous as it may seem, the new devices to accommodate the lovers of fashion and social life have also increased the number of lovers for the more conventional types of living. The flat is not driving out the individual home any more than the automobile is driving out the handsome trap and run-around.

With the installation of the new car service in Salt Lake, the suburban cottage is also bound to come into greater favor. The desire for a taste of country life, the need of moderate priced homes, and the cry for air and sunshine from the city dweller is answered by the country home where street car service is good and reliable. To the southeast of the city there is a section which the new car service is sure to make a beautiful region of moderate priced cottages. The same thing will be accomplished in the direction of Bonanza if the suburban service extends cheap fares and rapid improved car service.

THE NORTH BENCH.

Already the north bench is moving its limits of neat dwellings higher and higher, so that the "boulevard" which has seemed like a distant highway is shrinking close to the homes. A car line on Ninth or Eleventh street would transform the north bench entirely, for it is above the line of dust and soot, yet in near proximity to business. "Capitol hill" has languished for a railway for years. If the new management of the street car system extends up Main or State streets, the aristocratic section of the city is bound to congregate around the capitol site, as it has in every other state of the Union. But it is futile to attempt to point out lines of present or future growth in Salt Lake, since all alike are partaking of the advance. In business there is a tendency to scatter as never before, and Main street will not be the exclusive business street it was for so many years. Every cross-street, from South Temple to Fourth South, is now catching business; and State street on the east and West Temple on the west now share a big slice of commercial life.

REALTY ASSOCIATION.

It would be decidedly improper to conclude a resume of the real estate market and the history of the year without reference to the Salt Lake Real Estate association. This body of hustlers has done as much unselfish and public spirited work as any organization in the city. Its influence is felt not only in business, but in the governing force of the city. It is recognized that the association has become an important factor of public opinion. Attempts to make a tool of the association in the interest of political parties have failed; and while a few individuals have Gompers-like, tried to enter the body into the political arena, the conservative and controlling force has refused to permit it to be used for any such purposes.

The Real Estate association, like the Commercial club, is working for Salt Lake and not for politicians. It has been the promoter of better streets, sidewalks and street paving, extended sewer districts, better sanitation and street car projects have received its undivided support and the new gas company was endorsed and assisted in entering the Salt Lake field. In short, the association believes that anything which contributes to better public utilities here makes Salt Lake real estate more valuable.

The best indication of the real estate market at the present day is the flourishing condition of the Real Estate association, which has increased in membership and efficiency during the past year. "Real Estate day," the outing of the hustlers and their friends each midsummer, has now become an established holiday.

Once again it may be repeated, the day of the "croaker" in Salt Lake is past; the day of the booster is at hand. The man who for political, personal or other selfish reasons disparages, belittles or traduces his town finds his occupation gone; for we are all in the band wagon of prosperity and progress which cannot be stopped. "Is Salt Lake going ahead?" Again the Deseret News answers "Yes!"



GEN. U. S. GRANT AND PARTY AT FORT SANDERS. 2 1/2 MILES SOUTH OF LARAMIE STATION, WYO. ON UNION PACIFIC RAILWAY—1867.

1. Maj.-Gen. GREENVILLE M. DODGE, Chief Eng'r U. P. Ry. 2. SIDNEY DILLON. 3. Maj.-Gen. P. H. SHERIDAN. 4. Mrs. Gen. POTTER. 5. Maj.-Gen. JOHN GIBBON. 6. Mrs. Gen. JOHN GIBBON. 7. Gen. U. S. GRANT. 8. Brig.-Gen. FREDERICK DENT. 9. KATIE GIBBON. 10. ALLIE POTTER. 11. Unidentified. 12. Lieut.-Gen. WM. T. SHERMAN. 13. Mrs. KILBURN. 14. Unidentified. 15. Maj.-Gen. WM. S. HARNEY. 16. THOS. C. DURANT, Pres. Cons. Co. U. P. Ry. 17. Gen. ADAM SLEMMER. 18. Col. L. CASS HUNT. 19. Brig.-Gen. ADAM KAUFZ. 20. Brig.-Gen. JAS. C. POTTELL.

THE PAST AND THE PRESENT.

In the fifties it took "The Overland Mail" 23 days, 21 hours to make the journey from St. Louis to San Francisco; in the sixties "The Pony Express" was 9 days in making the trip from St. Joseph, Mo., to San Francisco.

Today "The Overland Limited" runs between Chicago and San Francisco in less than three days!! Millions have recently been spent by the Union Pacific and Southern Pacific lines in the improvement of track and equipment. Instead of bridges, gigantic embankments of disintegrated granite have been erected, big mountains tunneled, grades reduced to a maximum of 43 feet per mile, curvatures reduced to a minimum, and a bridge stretched over the waters of the Great Salt Lake. By these engineering triumphs much has been gained in speed and safety, and "The Overland Route"—the National Highway across the Continent—has been shortened by many miles.